

"Our Corporate Future"--- A Great Issue COMING TO THE FRONT

By Judge Peter S. Grosscup, of Chicago.

AND yet there is an issue—a concrete issue—just as certainly rising to demand a trial and verdict as did the slavery issue fifty-two years ago, when a new great party was raised up to meet it. In my judgment that issue will take something like this form: Shall our corporate form of national activity, shall the great and growing domain of national activity remain a mere class possession, as the landed domain on the other side of the ocean is a class possession—a restricted proprietorship, the people mere retainers—or will it be raised into a truly national possession—taking its place alongside the farms of the country, the labor spirit of the country as a possession of the people and by the people—the people here, as in our agricultural domain, individually the proprietors?

Mr. Roosevelt has not yet shown that he comprehends that there is such an issue; has not yet shown any comprehension that it is only by a thorough reconstruction of the corporation as a medium of holding property that our corporate past can be divided from what I trust will be the country's corporate future, and possibly the time is not ripe to frame or submit that issue. What view Mr. Taft may take will be interesting to watch. Mr. Bryan went straight to the deep human feeling, and the deep human instinct, when in his Chicago speech he said:

"There is a problem that is not the problem of today or of yesterday, or of tomorrow. It is a problem that has existed since man's race began, and will exist while time endures. That problem is the adjustment of the rewards of society. Upon the settlement of that problem a right depends the future of mankind." But in his platform, Mr. Bryan proposed no practicable means that would tend to adjust widely among the people those permanent rewards of our nation's corporate activity that last when mere wages are spent and gone.

Pot-shot Chivalry in New York

By Paul Thieman.

NEW YORK has suffered large expense and larger scandal by appeal to "unwritten law" not indigenous to its soil or people.

But these metropolitan crimes have not been committed in accordance with the true unwritten code.

When the regular duel was abolished, another form of blood vengeance took its place in the parts of the country where duelling had been esteemed chivalrous.

It consisted of "killing on sight."

However, this "killing on sight," was much more limited in its scope of provocations than the old code duello.

The old-fashioned combat, with polite challenge, punctilious seconds, surgeons, bows, measured ground and signals, was invokable for every kind of insult usually resented with fists or vituperation nowadays.

"Killing on sight"—literally "catch-as-catch-can" duelling—was limited to deadly injuries and avenging the dishonor of women.

A brother or father or husband who wished to slay, but with regard to the proprieties, was supposed to give out word that he would shoot So-and-So "on sight."

There So-and-So, if innocent, had an opportunity to exonerate himself.

At any rate, he could gird on his weapon and be prepared to defend his life.

It was more racking than the old regular duel, with its ghastly politeness of ceremonial, but over with for life or death at daybreak.

One of the most horrible of experience was going about ones business as usual, watching day after day, and night after night, and week after week, for the moment to kill or be killed.

The hunter became the hunted, and the hunter could not stand it.

So nowadays, particularly in New York, the enemy is potted unawares.

Waste in New England.

By Sarah Isham Coit.

AS one travels through the small towns of New England he must be impressed with their rugged beauty. The tall solemn trees of the forest, the overhanging rocks of fine granite, with very often rich veins of silica showing hints of the treasure they contain. The walnut and chestnut trees in great numbers; the scattering apple trees laden with fruit that is never gathered and perhaps seldom seen by the owner—because out so far from the home

farm there is no time to attend to them, and so there is a great waste. Birds, of course, devour many but many are wasted each year. Drive along by our beautiful rivers, our trout-brooks. Over head bushels of wild grapes are lost each year. Pink grapes, purple grapes, grapes that make a matchless jelly in color and form, it cannot be equalled. There they hang, and glow and ripen and fall, food for partridges and quail, but bushels go to waste. "No time to attend to them," is the cry. "No place to sell jellies or grape juice if we had the time." So then you see stores of delicious fruit, bushels and bushels of nuts, and no one to gather them. Why? The farmers have their herds of cows and sell the milk. The milking takes many hours and helps scarce. It is not an unusual thing for the farmer with one helper to rise at four o'clock and milk till nearly nine; then the feeding of the herd, preparing the stables, going to the station with the milk, horses to be cared for, and pigs and poultry. Corn must be shelled, stables cleaned, wagons made ready and it is time to milk again.

The women of the household deplore the waste, but what can they do? The garden, if they have one, is their care. Some fruits are preserved, of course; if there are children nuts are gathered, but only in small quantities compared with the waste. Whole oak groves, with bushels of acorns, which might be utilized for pigs and poultry, are lost in the same way. What shall be done?

The only thing to do, it seems, is for people who have a little money, (and the farms can be bought very cheaply) to buy these farms and develop the possibilities in them, think of the profit in vinegar alone, it is largely used. The expense would be small. It takes fourteen bushels of apples to make a barrel of cider. Think of the number of bushels lying on the ground going to waste, and of what a source of income it would be, and so little trouble. Just put it in a good place with southern exposure, where it will not freeze, that is all.

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No. 99 DAILY	No. 35 DAILY	No. 33 DAILY	No. 29 DAILY	MAIN LINE	No. 78 DAILY	No. 74 DAILY	No. 36 DAILY	No. 96 DAILY
9 30 pm	8 20 pm	10 00 am	7 30 am	Lv. Jacksonville...Ar	7 30 pm	7 40 pm	1 15 pm	8 30 am
10 50 pm	4 50 pm	11 10 am	8 50 am	Lv. St. Augustine...Ar	6 10 pm	6 20 pm	10 42 am	7 05 am
11 48 pm	5 38 pm	11 57 am	9 48 am	Lv. East Palatka...Lv	5 15 pm	5 46 pm	9 47 am	6 14 am
		1 25 pm		Lv. Hotel Ormond...Lv		4 04 pm		
1 24 am	6 56 pm	1 35 pm	11 27 am	Lv. Ormond...Lv	8 34 pm	3 54 pm	8 34 am	4 32 am
1 36 am	7 06 pm	1 45 pm	11 40 am	Lv. Daytona...Lv	3 21 pm	3 44 pm	8 24 am	4 19 am
2 20 am	7 42 pm	2 22 pm	12 23 pm	Lv. New Smyrna...Lv	2 47 pm	3 17 pm	8 00 am	3 45 am
3 14 am	8 35 pm	3 20 pm	1 30 pm	Lv. Titusville...Lv	1 30 pm	2 20 pm	6 56 am	2 28 am
		2 11 pm		Lv. Cocoa...Lv	12 47 pm			
8 52 am	9 11 pm	3 57 pm	2 15 pm	Lv. Rockledge...Lv	12 43 pm	1 46 pm	6 18 am	1 42 am
		2 50 pm		Lv. Eau Gallie...Lv	12 09 pm			
		3 00 pm		Lv. Melbourne...Lv	11 59 am			
6 02 am	11 20 pm	6 05 pm	5 00 pm	Lv. Ft. Pierce...Lv	10 10 am	11 40 am	4 20 am	11 15 pm
7 50 am	1 06 am	7 55 pm	7 10 pm	Ar. W. Palm Beach...Lv	7 50 am	9 45 am	2 20 am	9 00 pm
8 05 am		8 10 pm	7 25 pm	Ar. Palm Beach...Lv	7 30 am	9 30 am		8 40 pm
10 50 am	3 20 am	10 25 pm	10 15 pm	Ar. Miami...Lv	4 45 am	7 15 am	12 10 am	6 00 pm
11 20 am	8 40 am			Lv. Miami...Ar			11 50 pm	5 00 pm
12 22 pm				Ar. Homestead...Lv				4 00 pm
2 34 pm	6 22 am			Ar. Long Key...Lv			9 06 pm	1 47 pm
3 20 pm	7 00 am			Ar. Knights Key...Lv			8 30 pm	1 00 pm
8 00 pm		Via P. & O. S. S. Co.		Ar. Key West...Lv	Via P. & O. S. S. Co.			8 00 am
	4 30 pm	Via P. & O. S. S. Co.		Ar. Havana...Lv	Via P. & O. S. S. Co.	11 00 am		

*Daily except Sunday.

Trains do not stop at Stations at which no time is shown.

PALATKA BRANCH					
Leave East Palatka	EAST PALATKA TO PALATKA	Arrive Palatka	Leave Palatka	PALATKA TO EAST PALATKA	Arrive East Palatka
5 20 am	No. 46 Daily	5 40 am	5 45 am	No. 47 Daily	6 05 am
6 20 am	No. 48 Daily	6 40 am	6 50 am	No. 49 Daily	7 10 am
8 40 am	No. 50 Daily	9 00 am	9 15 am	No. 51 Daily	9 35 am
9 55 am	No. 52 Daily	10 15 am	11 20 am	No. 53 Daily	11 50 am
12 05 pm	No. 54 Daily	12 25 pm	3 00 pm	No. 55 Daily	3 20 pm
4 20 pm	No. 56 Daily	4 40 pm	4 45 pm	No. 57 Daily	6 05 pm
6 50 pm	No. 58 Daily	6 10 pm	11 20 pm	No. 59 Daily	11 40 pm
11 55 pm	No. 60 Daily	12 15 am	12 20 am	No. 61 Daily	12 40 am

SAN MATEO BRANCH					
Leave East Palatka	EAST PALATKA TO SAN MATEO	Arrive San Mateo	Leave San Mateo	SAN MATEO TO EAST PALATKA	Arrive East Palatka
7 45 am	No. 49 Daily	8 05 am	8 15 am	No. 50 Daily	8 35 am
8 25 pm	No. 53 Daily	8 45 pm	8 50 pm	No. 54 Daily	4 10 pm

No. 25 Su. only	No. 21 Su. only	No. 19 Daily	No. 17 Daily ex. Sunday	MAYPORT BRANCH	No. 18 Daily	No. 20 Su. only	No. 22 Daily
2 00 pm	10 10 am	6 00 pm	8 00 am	Lv. Jacksonville...Ar	7 30 am	1 50 pm	5 00 pm
2 40 pm	10 50 am	6 40 pm	8 40 am	Lv. Pablo Beach...Lv	6 50 am	12 19 pm	4 19 pm
2 46 pm	10 56 am	6 46 pm	8 46 am	Lv. Atlantic Beach...Lv	6 44 am	12 13 pm	4 13 pm
8 00 pm	11 10 am	7 00 pm	9 00 am	Ar. Mayport...Lv	6 30 am	12 00 pm	4 00 pm

No. 3 Daily	No. 1 Daily	Orange City Branch	No. 2 Daily	No. 4 Daily	No. 9 Daily	Sanford Branch	No. 10 Daily
3 25 pm	8 00 am	Lv. New Smyrna...Ar	12 00 pm	7 15 pm	6 30 am	Lv. Titusville...Ar	1 00 pm
4 10 pm	10 00 am	Lv. Lake Helen...Lv	11 15 am	5 45 pm	9 30 am	Ar. Sanford...Lv	10 00 am
4 20 pm	10 30 am	Lv. Orange City...Lv	11 05 am	4 50 pm			
4 25 pm	10 45 am	Ar. Orange City...Lv	11 00 am	4 35 pm			

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